

captain that his ship was the victim of a torpedo and had no warning. High officials here are not disposed to question the good faith of Germany's statement that her submarine commanders had been ordered to attack no more liners without warning.

Reports during the day from Ambassador Page added few details to the story told in the brief cablegram in which Consul Frost, at Queenstown, last night announced that the vessel had been torpedoed, with a loss of about eight lives, none of them American. The consul's statement that the ship carried on her stern a 47-inch gun went unmentioned, though the Allan Line officials have declared that she had no gun when she left Montreal.

News that the crippled Hesperian had foundered while being towed toward Queenstown dissipated hope that an examination of her hull might prove beyond a doubt the nature of the wrecking explosion.

#### SHIP MAY HAVE HIT

**DRIFTING MINE**  
The fact that the vessel was struck forward when well outside the zone in which the German submarines usually operate has caused some veteran naval officers here to advance the theory that she struck a drifting mine. It is pointed out that Consul Frost reported that, while the British admiralty believed the ship was torpedoed without warning, there had been no official announcement to that effect, and that none of the accounts of the disaster speak of a submarine being sighted.

This being Labor Day, a legal holiday, all the government departments were closed. President Wilson and Secretary Lansing received copies of Ambassador Page's dispatches, however, and read carefully all newspaper reports from London and Queenstown. It is understood they think some word will come from Berlin as soon as it is possible for the German government to determine whether one of its U-boats was responsible for the attack, and, if so, under what circumstances.

#### ENDS STIRRING TALE OF ELEVEN DAYS ON GERMAN SUBMARINE

(Continued from First Page.)

myself on board the German submarine, and stared wild-eyed about its interior, which was like a submarine way car full of steam-bell machinery, swimming in electric light and tended to by goops in leather suits. I found myself getting used to the life.

One day I heard the captain ask the torpedo room through the tube if all was clear.

The answer came: "Ja alles fertig" (all ready). As the torpedo left the tube I can hear the swish of the air blast and feel the jerk of the discharge. All silent, on tiptoe, we are waiting to hear the echo of the explosion from the torpedo striking. But there was no sound. In the periscope they saw the tracks of the torpedo about the floating steamer. Missed—and it was our last torpedo.

But when the huge Anglo-Californian, full of war material, cavalry horses and Russian reservists, hove in sight, we went for her without a single torpedo in our tubes, and with but a handful of shells for the deck gun. That meant surface work only. She heeded no warning shots.

It was about 7 A. M. Sunday, July 4. We fired into her rudder, hoping to disable her, but she kept on steering in circles. The U-39's machine gun, hammer, went the engine, doing almost trial-trip speed. Rushing with increasing revolutions, the spray falls from all sides on the boat, the pointers at the gun are drenched, and their oilskins look varnished in the sunlight. The gun is eating up our last shells.

#### WILY COMMANDER WORKS IN SPIRALS TO ESCAPE

But it is a wily commander on the Anglo-Californian's bridge, working in spirals to escape. So our captain orders the gun to aim at the bridge and keep the deck underneath. And the lookouts, through their glasses, note that the steamer's zigzag had fallen, and that some one was steering the ship that on his stomach, grabbing the spokes of the wheel.

Meanwhile, boats are being lowered, but it is a mystery how they are kept from being swamped and the people spilled, as the Anglo-Californian never slowed once, but kept running full speed in circles.

We are ordered to count the few remaining shells and to aim accurately. We riddle the bridge and funnels with a furious fire, but the last round of ammunition is gone. There is no surrender, the Anglo-Californian is still zigzagging.

As a last resort, the Maxim is brought on deck and clamped on top of the conning tower. It begins to spit its fire of nine bullets by the half. Less than a couple of hundred yards away we pick off the Anglo-Californian's crew whenever a head showed itself around the boat's davits. Our fire is returned, rifle shots are dropping on deck and splintering our conning tower. The scratches on the armor show where they hit.

But it was of no avail. She had cried for help over the wireless. We had been hard at it for over two hours, and assistance is coming to our prey. A gray patrol yacht turned up behind her bow, followed by a swarm of destroyers, all summoned by the Anglo-Californian's wireless.

Like lightning, we scattered pell-mell for the conning tower hatch, and we were unshipping the Maxim and handing rifles below just as a shell whizzed over our heads and struck the water within fifteen feet.

We literally "beat it" dropped below the surface like a rock. We could hear the sound of the propellers of the pursuers over our heads, and could imagine their cursing, for we stayed under the water for an hour.

#### HARMLESS AS KITTENS

Oh, for the torpedoes we missed with yesterday. We have got to go home, we are as harmless as a kitten—and even defend ourselves. That Californian man was "some captain." He ought to have a "J" iron cross, said the crew. We learned afterward in Heligoland, that he and nine men had fallen and several had been wounded.

Our tour of duty was twenty-one days, the maximum of endurance for submarines of our class. And this had left Heligoland the 23rd of June and should, according to schedule, stay out on her station on the Atlantic border in the Irish Sea, until July 5, allowing six days for the return to Heligoland.

But we had no alternative—our ammunition was exhausted, so home we raced a day sooner.

Same alertness, same watch-keeping as before. When smoke showed up on

the horizon we made ready to drop under, giving patrol boats and trawlers the slip. Around the West Coast of Ireland, skirting Scotland, we stood on a tangent down to the Danish coast.

We had no ammunition left for the deck gun and no more torpedoes, so we couldn't tackle anything big.

North of Scotland, homeward bound, we sighted a submarine. But before we had a chance, she had made her number with a rocket, though it was in the day time, just as the crew was about to be sent inside previous to submergence.

It was the famous U-20, the conqueror of the Lusitania. Our colors were hoisted; all hands craned their necks. The captain sent for Erich, the music-master of the band, and his accordion. And as we closed in on each other, Erich mounts the conning tower, crosses his legs and begins a tune of greeting. Meanwhile the officer in command of the news boat, and what do you think Erich played? Not the national anthem, but an old Norwegian waltz, with all hands beating time to the tune until the U-20 passed on—a relief on our station off Cape Clear.

#### REPORTS BY WIRELESS

**BOATS WHEREABOUTS**  
Close to the island of Sylt we reported ourselves by wireless. Raising the wireless was a matter of a minute. The two masts were hinged, one swung forward, the other aft; both masts lay along the lower deck, clamped down and a stay secured forward pulpit up the aerial taut and the whole is ready.

It was while lying on the bottom between Sylt and Heligoland that I heard this story which has been in my head ever since.

You remember reading in the papers that once the Lusitania returned to England under the American flag. As she steamed up the Irish Sea for St. George's Channel, a German U-boat had her held. Nothing saved the Lusitania but the American colors floating astern. The submarine recognized the liner, but did not understand the meaning of the American flag, so did not dare to fire a torpedo, though the ship was within easy range.

We had to rest on the bottom a few hours so as to make Heligoland exactly at daylight July 10. No submarine is allowed to enter the harbor at night.

Never have I seen a dirtier crowd of men than ours. When we came alongside the submarine dock, the spick-and-span sailors and soldiers greeted us cordially. We were "seeräubers," pirates, barbarians, and the name fitted our looks.

There was not a civilian resident on the island, save a few dock laborers, and two women nurses were the lone representatives of their sex. Nothing but sailors, a few soldiers and artilleryists who were waiting for somebody to shoot at. After spending the night on a bulk serving as floating barracks, I took my little kit on board the destroyer S-17 for passage to Wilhelmshaven, where the U-39 would finally come for overhaul.

As the flotilla was leaving the harbor—about twelve of their newest and largest destroyers—a blue-jacket pointed out the sister ship S-15 as having sunk the British battle cruiser Tiger in the last big North Sea battle. He also said that the Audacious was not sunk by a mine, but by a U-boat. But that I had heard from many on board the U-39, and it may be untrue. Certainly my companions on the U-39 did not speak of their own knowledge.

#### PASS RIGHT THROUGH GERMAN BATTLE FLEET

Right before Wilhelmshaven, about seven miles out, lay the great German battle fleet. We passed right through—all hands had sighted into blue uniforms.

I saw no destroyers patrolling, but a lot of trawlers outside cruising up and down. Some of the Dreadnoughts had their torpedo nets down, and at anchor. Some were moving slowly.

There they lay—gray and ugly—under full steam. The Westfalen, Oldenburg, Koenig, the whole Dreadnought fleet, as if waiting for something. The Seydlitz they singled out to me—I read the name in the stern. She was supposed to have been sunk by the British. In Wilhelmshaven, the ship was wrecked, were taken ashore by a petty officer, and I was hailed before all kinds of officials to find out if I was eligible for military duty.

And right here ends my adventure.

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## DUMBA IS TO EXPLAIN HIS ACTIONS TO LANSING

**His Continuance as Ambassador From Austria-Hungary Depends Upon Conference.**

### GROUND FOR ASKING RECALL

**But There Is Growing Impression in Washington Circles That Questions of Policy Will Militate Against Making of Such Request.**

[Special to The Times-Dispatch.]

WASHINGTON, September 6.—Dr. Constantine Theodor Dumba, the Austro-Hungarian ambassador to the United States, will seek to explain to Secretary Lansing to-morrow the remarkable letter he wrote his government concerning the prospect of tying up ammunition plants in this country.

The continuance of Dr. Dumba as the diplomatic representative of Austria-Hungary is contingent upon this conference. The ambassador's admission that he wrote such a letter and sent it by James F. Archibald, the war correspondent, whose effects were seized in England, created regret and surprise in official and diplomatic circles here to-day.

The impression is that Dr. Dumba's offense, or indiscretion, is sufficient to give the administration ground for asking his recall. Nevertheless, there is also a growing impression that questions of policy will militate against the making of such a request.

Administration officials are not pleased over the matter as it appears to-day. Dr. Dumba is expected, however, to put another light on the affair, and the administration is awaiting that explanation which the ambassador has volunteered to make.

### AMEMBASSADOR TO STRESS CERTAIN POINTS

It was learned to-night that the ambassador probably will lay stress on these points.

That the Austrians employed in ammunition plants of this country are still military subjects of their native land, and will be subject to call to military duty, were they to return to-day.

That these Austro-Hungarians are mostly of the illiterate class, not appreciating the seriousness of their offense, from their country's standpoint in manufacturing ammunition which can go only to the allies.

That the ambassador was fulfilling a duty to his country and his countrymen in attempting to persuade Austro-Hungarians to leave such employment, whether or not their walk-out from American munitions plants crippled the industry.

That the mere fact that these laborers would be subject to military duty upon return to their own country, justified heroic measures to acquaint them with the realization that they are now aiding an enemy of the Fatherland and are, perhaps innocently, committing a grave offense against Austro-Hungary.

Officials here anticipate that the ambassador will offer these pleas in justification of his course, although he may differ with the Secretary of State as to the gravity of his acts.

### PROBABLE PROCEDURE OF UNITED STATES

The procedure of the United States will probably be as follows: The State Department will express its displeasure that Dr. Dumba should have permitted his zeal for the Teutonic cause to outweigh his appreciation of the diplomatic amenities involved.

It will indicate that the American people would view with resentment the attempt of a foreign representative to interfere in domestic affairs.

The ambassador will be reminded that Austria protested against the shipment of munitions of war to the allies, and that this government replied, under date of August 12, declining suggestions of an embargo on arms and justifying such shipments under international law.

It is furthermore expected that the State Department will not neglect to point out that Dr. Dumba's offense is all the more improper because of the diplomatic correspondence which an-

rued on this very point—the shipment of ammunition abroad.

It is not seen how the department can "escape" the observation that Dr. Dumba's case is more aggravated because, knowing the position of this government, he planned to circumvent it by fomenting a walk-out of thousands of laborers in the ammunition plants of the United States.

Additional displeasure probably will be voiced by the State Department because the Austrian ambassador used as his messenger an American citizen, who claims not to have known of the contents of the letter.

### TO CONSIDER THAT THIS IS HIS FIRST OFFENSE

The fact that this is the first offense of Dr. Dumba will probably be taken into consideration. The United States has so far overlooked various allegations that the German ambassador and his staff were fomenting labor troubles and committing other acts in contravention of the neutrality of this government. Having failed to act on widely published charges relative to the alleged activity of Count von Bernstorff—which charges, however, were denied—it is thought here the Dumba case will end with the conference to-morrow, and the administration will not strain further the relations between this government and the Teutonic alliance.

Nevertheless, officials say, the question of dismissal or request for recall lies solely with the President and Secretary of State. There is no law applying to an offense such as that involving Ambassador Dumba, and the entire procedure must be along diplomatic lines.

The recall of ambassadors and ministers may be asked upon comparatively slight pretexts. The mere statement of one government to another that the unfriendly representative has passed generally is sufficient.

Language used in criticism of this government and its officials by Minister Jackson, of Great Britain, in the time of President Madison resulted in his dismissal. President Cleveland caused Lord Sackville to be recalled, because the then British representative here interfered in domestic politics. President Jackson recalled Minister Delaport, of Mexico City, because a portion of the Mexican population was hostile to him. During the term of President Wilson the Turkish representative to this country was recalled because this government complained of certain criticisms he had made concerning purely domestic affairs.

### STEVENS VISITS RUINS OF BURNED ELEVATOR

**No Plans Yet Announced for Rebuilding of Mammoth Structure in Newport News.**

NEWPORT NEWS, Va., September 6.—"No plans have as yet been considered for the rebuilding of Elevator A, destroyed by fire Saturday night," said President George W. Stevens, of the Chesapeake and Ohio Railway Company, who arrived in the city from Richmond this morning. "We have not had time to look around as yet and have no plans in view. I understand that temporary arrangements have been made and that Elevator B and Pier 10 are being used."

Mr. Stevens was accompanied by E. W. Price, assistant to the president; F. M. Whitaker, vice president in charge of traffic; J. R. Cary, general superintendent, and J. R. Gould, superintendent of motive power.

It is probable that, after the officials have concluded their tour of inspection, plans will be announced which will include the rebuilding of the elevator, also the office buildings which were destroyed.

Walter S. Upshur, freight agent of the Chesapeake and Ohio, returned to

the city yesterday from Newport News, where on Sunday he inspected the ruins of the great grain elevator which was destroyed by fire.

The origin of the destructive fire is a complete mystery, he said. Investigations have been started by the railway company, the police and by agents of insurance companies interested. President George W. Stevens, with other officers of the railroad company, spent yesterday in Newport News, looking over official reports concerning the fire.

Asked as to the plans of the railroad for rebuilding, Mr. Upshur said that no official announcement had been made. "While the property damage is large," he said, "it is to a great extent covered by insurance. The business of handling grain is not impeded to the extent that one might imagine. We have another monster elevator for the grain and ample piers for loading. The fire does not handicap the company as the big fire in 1897 did. In that conflagration our piers were destroyed. That seriously crippled business, although the one big elevator, with its contents, was not touched by the flames."

"I recall very vividly the struggles we went through loading shipments of grain for export. While the piers were in course of reconstruction we were compelled to use coal chutes to get the cargo aboard, and we could only work when the weather was fine. The situation is much more encouraging to-day, for with our piers unimpaired we are handling grain as usual."

All sorts of theories as to the origin of the big elevator blaze are aired in Newport News. They range from the favorite explanation of ignition from spontaneous combustion to an incendiary plot by agents or sympathizers of the German government.

"To this time there is not the faintest clue to support any of the many theories advanced," said Mr. Upshur. "My own opinion is that the man who could give real information about this fire is buried in the ruins—the elevator watchman."

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